



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF POLICE

Traffic Stop Data Collection Analysis

Second Report

Covering the period
April 2001 through September 2001

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INTRODUCTION

On October 30, 2001, this Department released traffic stop data from the first six months of data collection (October 1, 2000 – March 31, 2001). This report contains the second six months of collection data – from April 1, 2001 to September 30, 2001.

BACKGROUND

In 1997, the Department of Justice (DOJ) conducted an investigation based on allegations from the NAACP that Montgomery County Police Department (MCPD) officers engaged in racially discriminatory conduct in violation of Title VI of the Civil Rights Act of 1964 and the Safe Streets Act of 1968. These acts prohibit law enforcement agencies that receive federal financial assistance from engaging in activities and behavior in any manner that discriminates on the basis of race, color, national origin, sex, or religion. It is important to note some of the highlights of the DOJ investigation:

- ◆ There was no evidence that MCPD had a deliberate policy of discriminatory law enforcement.
- ◆ There was no evidence that MCPD officers used excessive force against African Americans.
- ◆ There was no evidence that officers subjected African Americans to discourteous conduct.
- ◆ There was no evidence that any individual officers engaged in illegal conduct under the federal law.

The Department of Justice's investigation did not prove the allegations brought forth by the NAACP. However, based on their data collection and analysis, the DOJ found that African Americans were subjected to unexplained treatment in traffic stops. Based on the information collected at the time of their investigation, the DOJ suggested that African Americans stopped in Montgomery County were cited at a percentage rate substantially higher than the percentage of the County's overall African American population. The County and FOP disagreed with these findings based on DOJ's collection and analysis of the data.

THE AGREEMENT

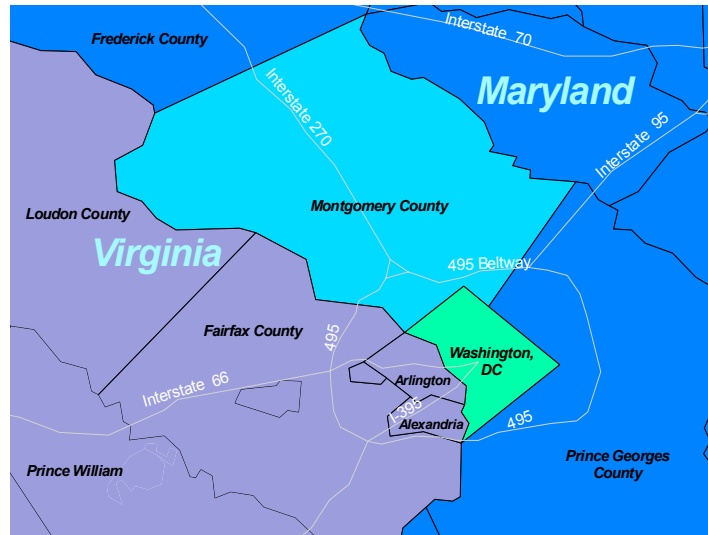
On January 14, 2000, the following entities voluntarily entered into a Memorandum of Agreement (MOA):

Montgomery County Department of Police (MCPD)
Fraternal Order of Police, Montgomery County Lodge 35, Inc. (FOP)
Montgomery County Government
United States Department of Justice (DOJ)

The purpose of the agreement is to provide for a cooperative effort to institute management practices by the MCPD that will promote nondiscriminatory law enforcement and community support for the MCPD and its officers. The agreement is not an acknowledgement or admission of unlawful conduct by the County or any officer. Rather, the County reaffirms its obligation and commitment to nondiscriminatory law enforcement.

DEMOGRAPHIC OVERVIEW

Montgomery County, Maryland, is adjacent to Washington, D.C., and is separated from Virginia by the Potomac River. The county covers just over 500 square miles and is home to an estimated 873,341 people and 324,565 households.



WASHINGTON, D.C. REGION

The 2000 Census clearly shows how the Washington, D.C., region continues to become more racially and ethnically diverse. More than one-quarter of the area's population is Black or African American at 28%, Asians comprise 8% of the population, and 4% indicated that they were of some other (non-White) race. At 57%, more than half of the region's population is White. Census 2000 was also the first opportunity for residents to indicate that they were of more than one race. According to the Census counts, 131,734 people or 3% of the region's population is multi-racial.

Black / African American Population

According to the 2000 Census, more than 1,186,000 persons (approximately 28% of the region's population) are Black or African American.

More than half (54.6%) of the region's Black population reside in the Maryland suburbs, 28.9% reside in the District of Columbia, and 16.5% in Northern Virginia.

Slightly more than two of every five (42.4%) Blacks in the metropolitan Washington area live in Prince George's County, Maryland.

Hispanic Population

Approximately one of every ten persons (9.7%) in the region is Hispanic or Latino. People who identified themselves as "Hispanic" or of "Latino" origin can be of any race and are included in the counts for single and multi-race categories. Therefore, some calculations of percentages may not equal 100.

Nearly half (49.4%) of all Latinos in the region reside in Northern Virginia, nearly two-fifths (39.6%) reside in the Maryland suburbs, and 11% reside in the District of Columbia. Together, Fairfax County (Virginia) and Montgomery County are home to half of the region's Hispanic population.

Since "Hispanic" is not considered a race, persons of Hispanic descent might instead be included in the African American or White population count.

Asian Population

Based on Census 2000, more than 323,000 persons or 7.6% of the region's population are Asian.

More than half (53.8%) of the region's Asian population reside in Northern Virginia, while more than two-fifths (41.4%) reside in suburban Maryland. Slightly more than 15,500 people, or about 4.7%, of the region's Asian population reside in the District of Columbia.

MONTGOMERY COUNTY

Montgomery County is the most populous jurisdiction in Maryland. It is the second largest jurisdiction in the Washington metropolitan area, after Fairfax County, Virginia.

White

The county's White population has decreased by 2.6% since 1990. In 2000, 14,916 fewer Whites resided in the county, thereby bringing the total White population to 565,719. The White population was 64.8% of the total 2000 population.

Minorities accounted for 125% of Montgomery County's population growth between 1990 and 2000. Minority representation rose from 27% of the total population in 1990 to 40% in 2000.

Black / African American Population

In Montgomery County, the Black or African American population has grown by 43.3% since 1990. In 2000, there were 39,989 more Black or African Americans residing in the county, bringing the total Black or African American population to 132,256. The Black or African American population was 15.1% of the total 2000 population.

Hispanic Population

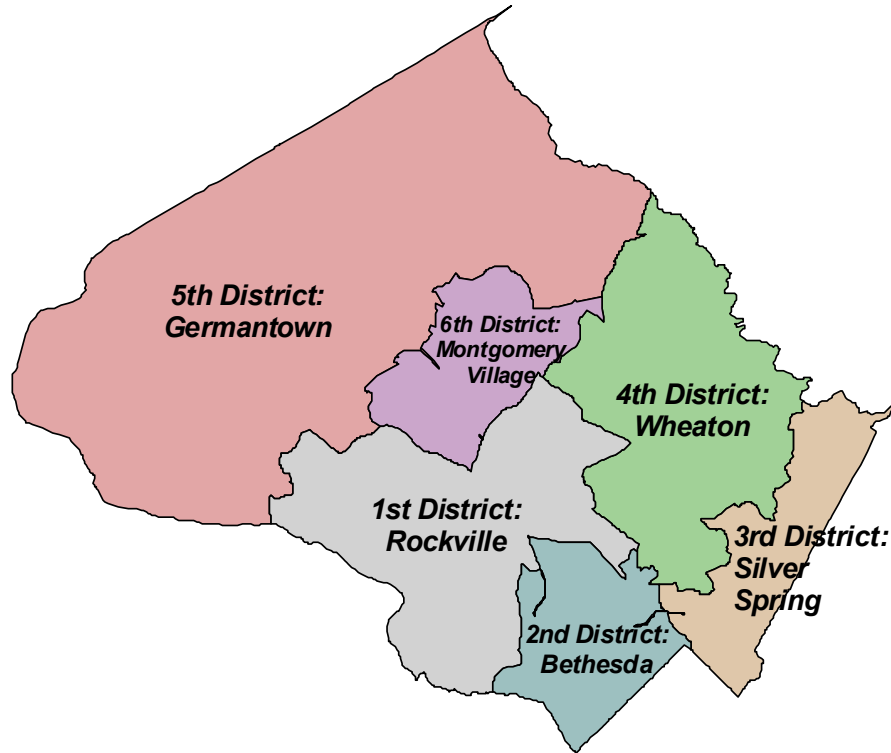
The Hispanic population has increased by 80.6% since 1990. In 2000, there were 44,920 more persons of Hispanic descent residing in the County, bringing the total Hispanic population to 100,604. The Hispanic population accounts for 11.5% of the total 2000 population, up from 7.4% in 1990. Almost half of all Maryland's Hispanic or Latino population resides in Montgomery County.

Asian Population

In Montgomery County the Asian population grew by 60% since 1990. In 2000, there were 36,997 more Asians residing in the County, bringing the total Asian population to 98,651. The Asian population was 11.3% of the total 2000 population. Nearly 31% of the Washington metropolitan region's Asian population reside in Montgomery County.

POLICE PATROL DISTRICTS

Montgomery County is divided into six patrol districts; a brief description of each is provided below. Each district is staffed with uniformed officers who provide patrol services for smaller geographic regions or beats. The officers respond to calls for service, investigate criminal activity, and enforce traffic laws.



1st District – Rockville **Square Miles:56**

Rockville is the county seat of Montgomery, with a mixture of residential communities and a large corridor of commercial establishments along MD Route 355. A portion of the residential area of Potomac is housed partly in the 1st District.

2nd District - Bethesda **Square Miles:51**

This area is primarily a residential community, with large commercial areas, located to the northwest of Washington, D.C. The 2nd District contains several main traffic arteries to and from bordering jurisdictions and has a high volume of vehicular traffic due to the large commercial districts.

3rd District - Silver Spring **Square Miles:33**

This district is extremely diverse in racial/ethnic composition, with significant Hispanic and African American representation. This area has highly traveled thoroughfares to

and from neighboring jurisdictions, to include Washington, D.C. to the south and Prince George's County, Maryland, to the east.

4th District - Wheaton
Square Miles:70

Generally, this part of the county is a mixture of older residential communities and commercial establishments. The 4th District also has seen a rise in its Hispanic population. A variety of commercial establishments and shopping centers are located along the major roadways.

5th District - Germantown
Square Miles:251

The largest geographic area of all police districts, the 5th District encompasses the most rural space. It includes the Germantown, Damascus, and Poolesville areas that are primarily residential; yet mixed with commercial areas located along the main arterial roadways. The 5th District stretches to the northernmost reaches of the county.

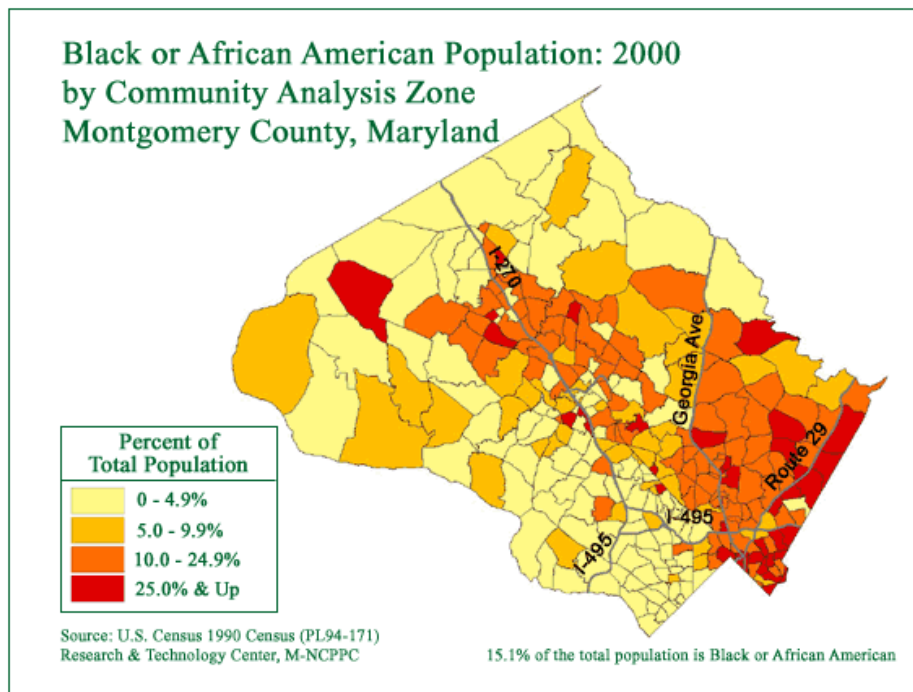
6th District - Gaithersburg/Montgomery Village
Square Miles:44

Opened on December 31, 2000, the 6th District annexed a large, densely populated portion of the 5th District. Gaithersburg and Montgomery Village are heavily populated residential areas containing several shopping centers and other commercial areas. Additionally, there are several pocketed areas that house large populations of Hispanic and Black residents. The 6th District is located mid-county.

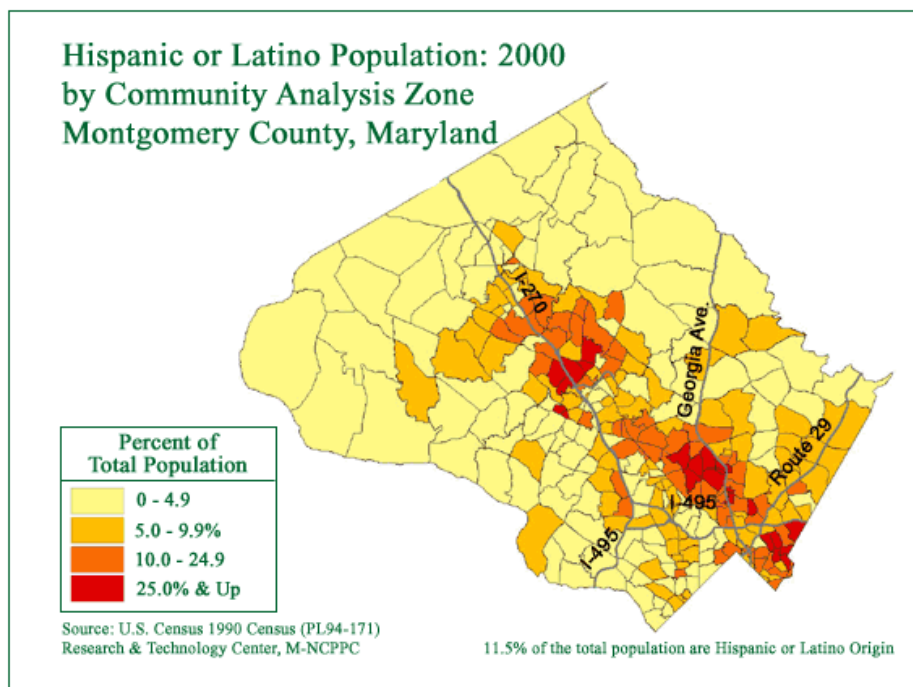
The non-Hispanic, White, population of Montgomery County represented 64.8% of the overall county population in calendar year 2000. While the non-Hispanic White population is distributed throughout the county; the 1st, 2nd, 5th, and 6th police districts seem to have the highest residential centers.

Within Montgomery County, major segments of the Black population can be found within the 3rd, 4th, 5th, and 6th police districts. The African American population is the second largest ethnic community in Montgomery County, with approximately 15% of the overall county population.

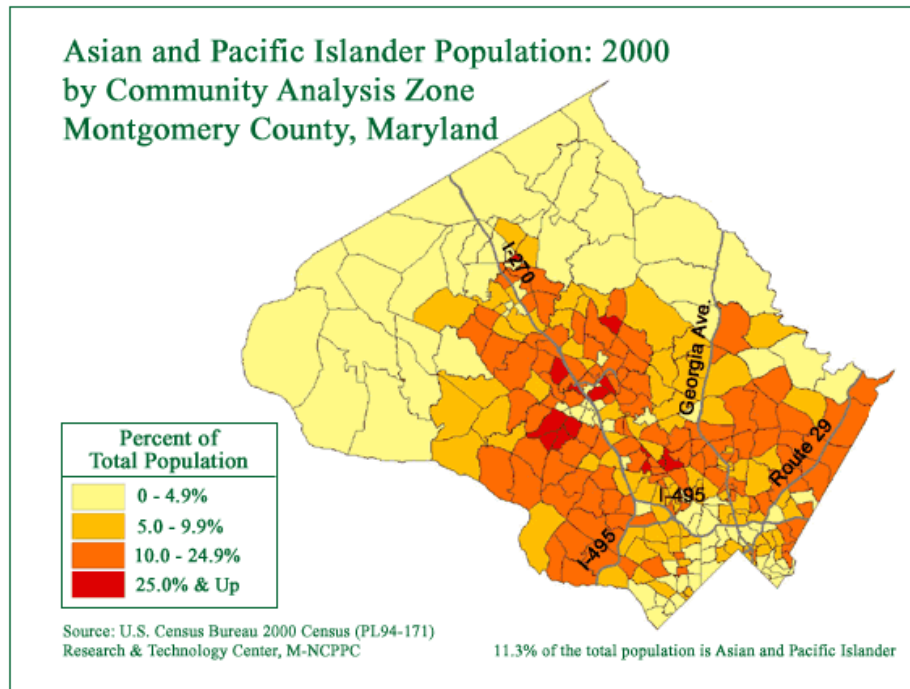
African American Population in Montgomery County, continued:



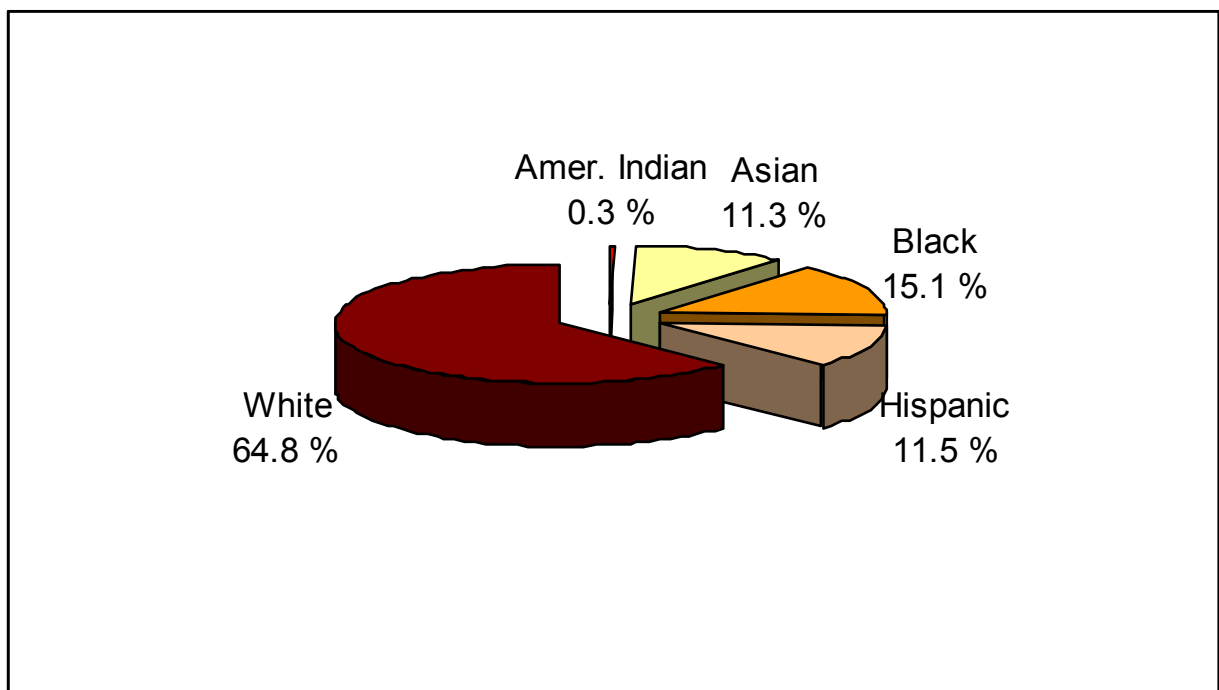
The most concentrated representation of the Hispanic community can be found within the 3rd and 4th Districts. The 6th District includes the City of Gaithersburg, which is the largest incorporated city in Montgomery County. With a population of 52,613, it ranks as the state's third largest city. Much of Gaithersburg's growth is tied to its increasing minority population. Approximately one-fifth (19.8%) of the population of the City of Gaithersburg is Latino.



The Asian and Pacific Islander population represents approximately 11.3% of the overall Montgomery County population. Almost one half of Maryland's Asian population resides in Montgomery County, while approximately 31% of the Washington metropolitan region's Asian population resides in the county. Significant proportions of the overall Asian population can be found in each of the six police districts.



County Population



TRAFFIC STOP ANALYSIS

On September 1, 2000, the Montgomery County Department of Police began collecting data for analysis of its traffic stops. This report contains the data that was analyzed during the time periods of the second quarter 2001 (April 1 through June 30) and the third quarter 2001 (July 1 through September 30). For convenience purposes, the analysis in this chapter will be summarized into a six-month period; however, the individual quarterly analysis as defined in the Department of Justice (DOJ) Agreement Protocol is available in Appendix A of this report.

Pursuant to the DOJ Memorandum Of Agreement (MOA), officers entered data for traffic stops that involved the following activities: radar/laser enforcement; other traffic charges; lookout; crime in progress; investigatory reasons; and want-index hits. *Not* captured by the Department is information pertaining to checkpoints, roadblocks, traffic collisions, disabled vehicles, and emergency situations requiring vehicles to be stopped for safety purposes.

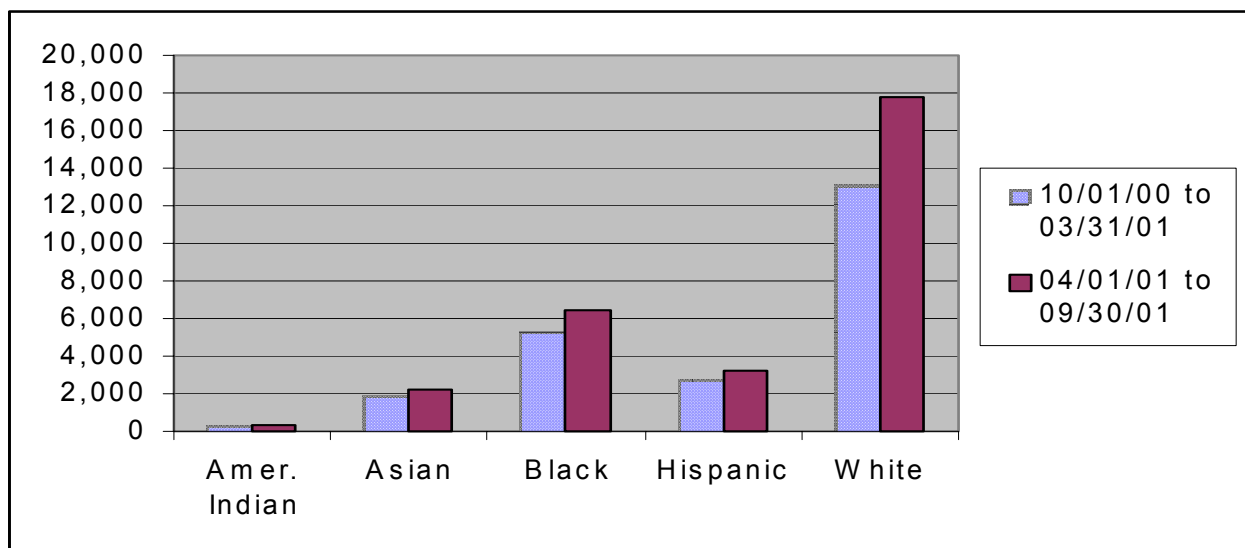
WHO WAS BEING STOPPED?

Between April and September 2001 MCPD officers recorded a total of 41,069 traffic stops. (This is a 25% increase over the last report's 32,743 stops recorded.) Data analysis revealed that White drivers accounted for 55.57% of the stops, Black drivers accounted for 26.05%, Hispanic drivers accounted for 10.47%, Asian drivers accounted for 6.76%, and American Indian drivers accounted for 1.15%. Further analysis revealed that 98%, or all but 418, of these stops were for radar/laser or other traffic-related reasons.

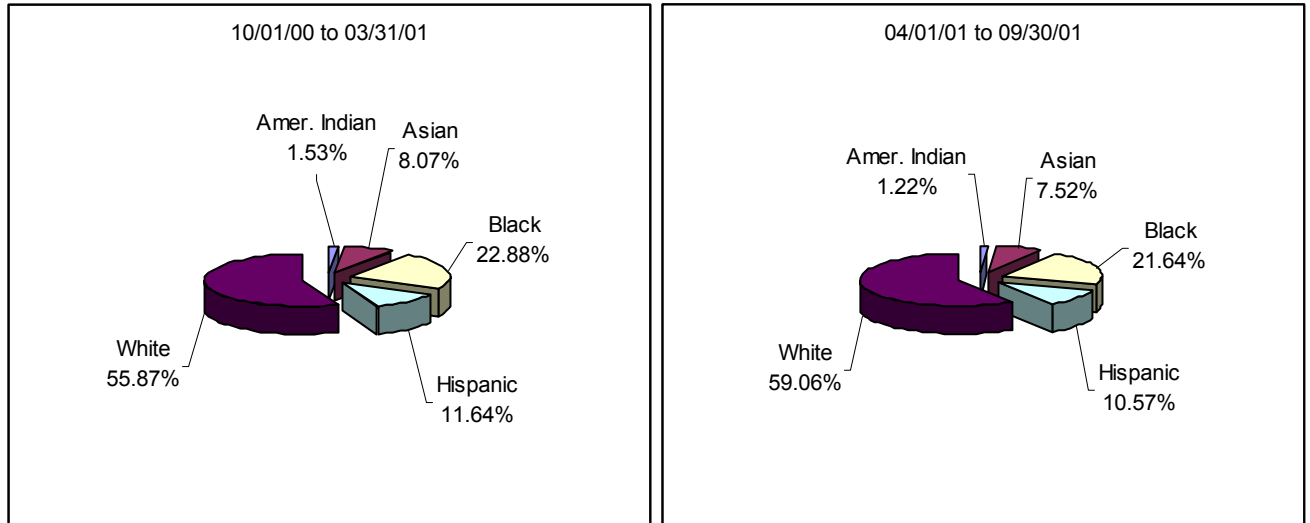
The Montgomery County resident traffic stop data revealed that county residents comprised 73.15% (30,040) of the stops collected, compared to 71.86% (23,530) for the previous report. The "Local Resident" analysis reflected that White drivers accounted for 59.06%, Black drivers accounted for 21.64%, Hispanic drivers accounted for 10.57%, Asian drivers accounted for 7.52% and American Indian drivers accounted for 1.22 %.

The Montgomery County 2000 population demographics as released by the US Census Bureau reflected that 64.8% of the population is White, that 15.1% of the population is Black, that 11.5% of the population is Hispanic, that 11.3% of the population is Asian, and that American Indians comprise 0.3% of our population.

Local Resident Traffic Stops By Race



Local Resident Traffic Stops By Race



As in the last report, a comparative analysis of county population demographics and traffic stops of just local residents revealed that a higher percentage of American Indians and Blacks were stopped than reside in the County.

Inversely, the analysis also showed that a lower percentage of Whites, Hispanics and Asians were stopped both overall and local resident as well.

Comparison of Local Residents Stopped By Race

Driver Race	04/01/01-09/30/01	10/01/00-03/31/01	% Change
American Indian	1.20%	1.50%	-20.80%
Asian	7.50%	8.10%	-6.90%
Black	21.60%	22.90%	-5.40%
Hispanic	10.60%	11.60%	-9.20%
White	59.10%	55.90%	+ 5.70%
Total	100.0%	100.0%	

*Percent of change was derived from actual numbers of traffic stops for each quarter.

When we examined the gender of the drivers stopped, male drivers accounted for approximately 2/3 of all traffic stops (66.26%). This remained fairly consistent when

reviewing just local residents at (64.10%). The percentage of male drivers stopped for both local residents and overall is higher than the County male population of 47.9%. A further breakdown of the top five race/gender groups of just local residents revealed that White male drivers were the highest group stopped at 36.36% followed by White female drivers at 22.70%, then Black male drivers at 13.96%, followed by Hispanic male drivers at 7.99%, and finally Black female drivers at 7.68%.

Once again, the analysis of the age data did not reveal any significant findings. Overall, the frequency of stops declined as the age increased to 60 years. This observation was consistent in the data for all drivers, as well as the subset of just local resident drivers. Local resident drivers aged 16-45 comprised 75.92% of all drivers stopped. Drivers aged 21-25 were the highest demographic stopped at 16.31%. Drivers aged 16-20 were the second lowest segment of the aged 16-45 range stopped, accounting for 11.85%.

WHEN AND WHERE DID STOPS OCCUR?

Traffic stops are consistent with times of vehicular activity, with most stops being made between 6:00 a.m. and noon. Of the 41,069 stops recorded, 88.97% of them lasted no more than 10 minutes; 6.87% lasted 11 to 20 minutes, 1.63% lasted 21 to 30 minutes, and 2.53% lasted over a half hour. Longer stops are often due to a high amount of police radio air traffic, slow computer returns, and/or waiting for a tow truck.

STOP TIME	COUNT	PERCENT
0001 to 0600	4,319	10.52%
0601 to 1200	14,487	35.27%
1201 to 1800	13,686	33.32%
1801 to 0000	8,577	20.88
Total	41,069	100.00%

Using the officer subgroup assignments, as defined in the MOA, enabled the Department to group the traffic stops by the officer's district/work assignment. Officers assigned to the six district stations generated approximately 97.80% of all traffic stops. The remaining 2.20% of the traffic stops were made by personnel assigned to the Office of the Chief and the three bureaus: Investigative Services Bureau (ISB), Field Services Bureau (FSB) and Management Services Bureau (MSB). Henceforth, the term "patrol" will be used for officers assigned to the six police districts and "administrative" will be used to refer to the remaining officers in the Office of the Chief and the three bureaus.

Overall, each of the districts conducted 14-22% of the traffic stops (combining the 5th and 6th Districts for the purposes of this report, as they existed until the start of 2001). The comparative analysis of *local resident traffic stops* at the district level revealed a broader range. The combined 5th & 6th Districts accounted for 25.98% of these stops, followed closely by the 1st District which had 25.11%. The 2nd District accounted for the lowest percentage of local residents stopped with 13.43%.

WHY WERE STOPS MADE?

As stated in the previous report, it was difficult to accurately identify the specific violation for every traffic stop because the database was organized to capture multiple violations. As a result, when multiple violations were observed (i.e., registration and seat belt) there was no way of knowing with absolute certainty which one, or if both violations, were the reason for the stop.

Traffic violations were the basis for the stop in 98.98% of all contacts recorded. Excessive speed enforcement efforts using radar or laser devices were responsible for 42.53% of stops; while all other traffic violations accounted for 56.45%. The remaining 1.02% of stops resulted from investigatory reasons, a crime in-progress, a broadcast lookout, or a want index.

WHAT OCCURRED DURING THE STOPS?

Consistent with the findings in the first report, Black drivers received a higher percentage of verbal and written warnings, and field interrogations (which are considered non-punitive), than the percentage of both Black local resident drivers stopped and total Black drivers stopped. Within every racial class of driver, the number of traffic citations issued was similar to the number of drivers stopped when looking at both the local resident drivers and total drivers stopped. A greater percentage of civil citations was

issued to White drivers (72.73% local resident drivers and 63.83% total) when compared to the numbers of drivers stopped in each category. Black drivers received a greater number of criminal citations (34.18% local resident drivers and 40% total) when compared to the number of drivers of all races stopped in the two categories. The percentage of Equipment Repair Orders issued to Hispanics, for both local resident drivers (24.19%) and total drivers (23.53%), was more than double the percentage of Hispanic drivers stopped in each of those categories (10.57% local resident drivers and 10.47% total drivers). Similar statistics were true for arrest statistics when looking at the Hispanic driving population.

During this analysis period an extremely small percentage of traffic stops resulted in vehicle searches [3.11% (1,279) of the 41,069 total stops and 2.77% (833) of the 30,040 stops of local resident]. Local residents accounted for 65.13% of the vehicles searched.

When comparisons of the first and second reporting period were made, the analysis of all searches revealed that Black drivers (39.25%) were searched at a higher rate than White drivers (38.39%) in *total traffic stops*. White drivers (43.82%) were the highest group of drivers searched in local resident traffic stops. The actual percentage of searches for both total and local resident drivers are reflected in the chart below:

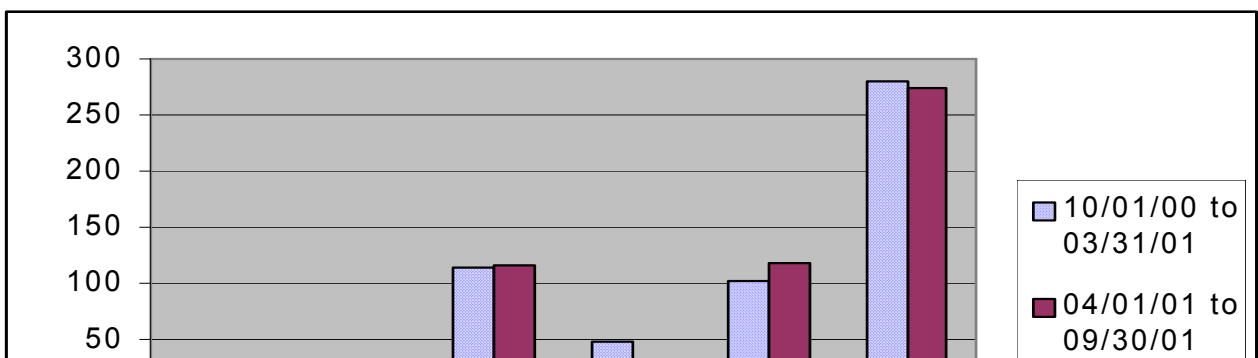
Vehicles Searched

Race of Driver	Total Drivers	Local Resident Drivers
White	38.39%	43.82%
Black	39.25%	33.37%
Hispanic	18.92%	18.85%
Asian	2.97%	3.48%
American Indian	0.47%	0.48%
Total	100.00%	100.00%

As in the previous report, analysis was conducted on consent and non-consent searches. Overall only one-third of all searches, conducted for the total driving population and local residents stopped, required consent of the driver. The consent search rate was consistent with the percentage of consent searches identified in the previous report (32.53%).

Only 434 (33.93%) of the 1,279 overall searches, or 1.05% of the total traffic stops, required the consent of the driver. The other 845 (66.07%) searches were non-consent. Of the 833 local resident searches, 275 (33.01%) were consent-related and 558 were non-consent. It would appear from the data that there was no statistically significant difference between the rates of consent searches when comparing resident and overall search rates. Non-consent searches refer to searches such as when the officer has probable cause to search or conducts a search related to an arrest.

Local Resident Stops With Consent Search



Analysis of the *consent searches only* by race revealed that Black drivers were involved in consent vehicle searches at a rate of 48.39%, compared to a rate of 35.48% for White drivers in the total drivers category. However, the rate of local resident consent searches for White drivers (43.27%) was slightly higher than the rate for Black drivers (42.18%). Hispanic, Asian and American Indian drivers were asked to participate in consent searches at a much lower rate (11%, 2% and 0.4 % respectively).

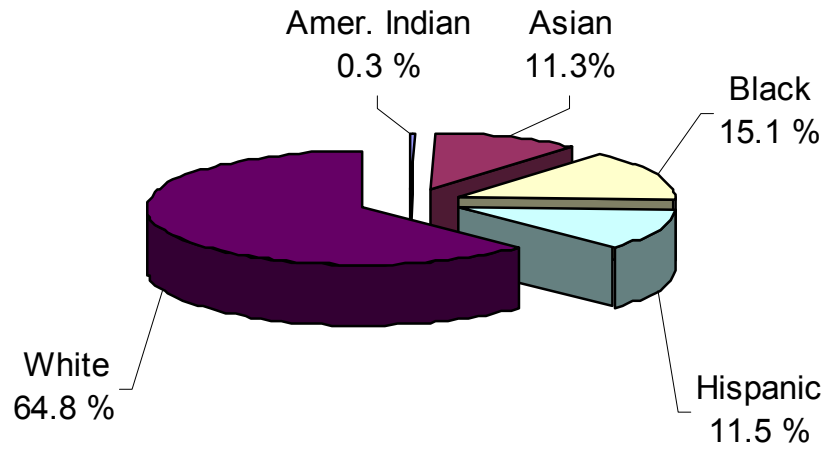
The consent search “find rates” (times when evidence or contraband is located) was also analyzed. Of the 434 consent searches, 114 or 26% of the searches resulted in a recovery. Black drivers accounted for 48.25% of overall consent search “finds” and 38.36% of local resident finds. White drivers accounted for 37.72% of overall consent search “finds” and 49.32% of local resident finds. As with the consent searches overall, Hispanic, Asian, and American Indian “find rates” were significantly lower at 11%, 2% and less than 1%, respectively.

DATA CHARTS

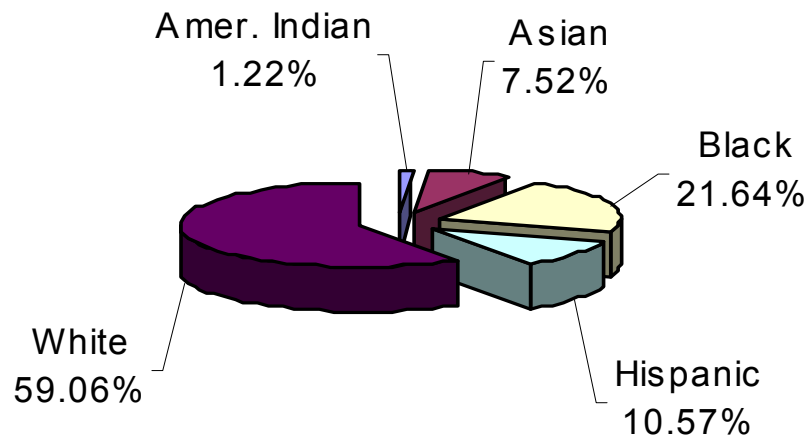


Population & County Residents Stopped

County Population



Local Residents (only) Stopped 04/01/01 to 09/30/01



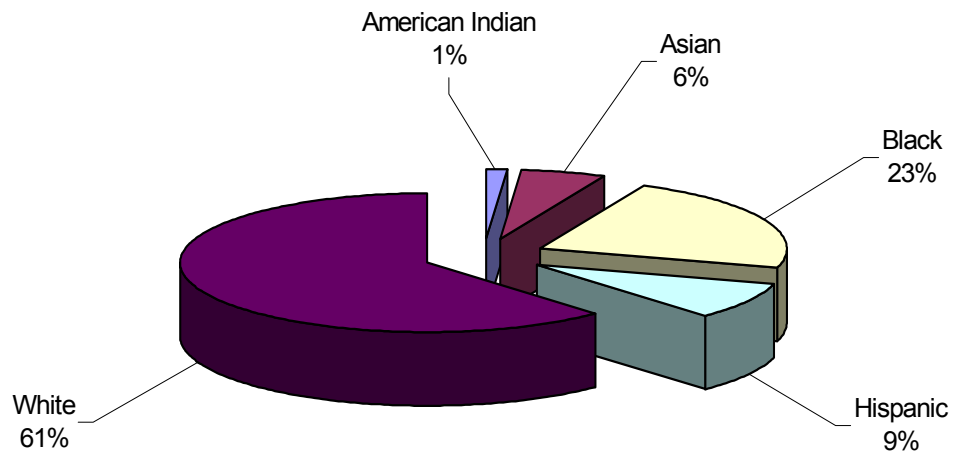
DATA CHARTS



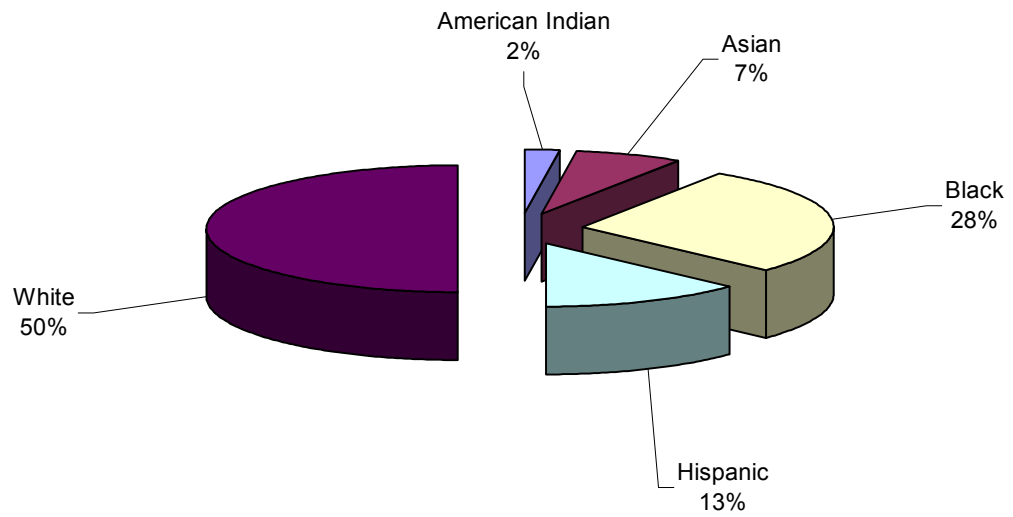
Breakdown by Action Taken

Note: These percentages include only local drivers stopped.

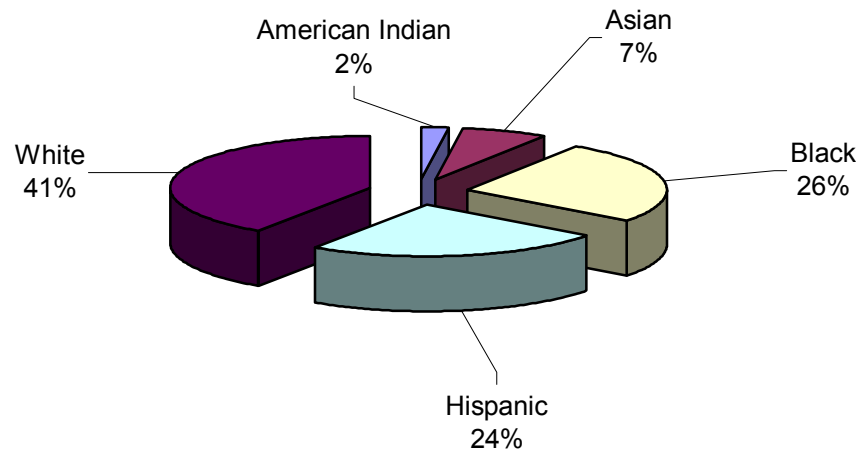
Action Taken: Written Warning



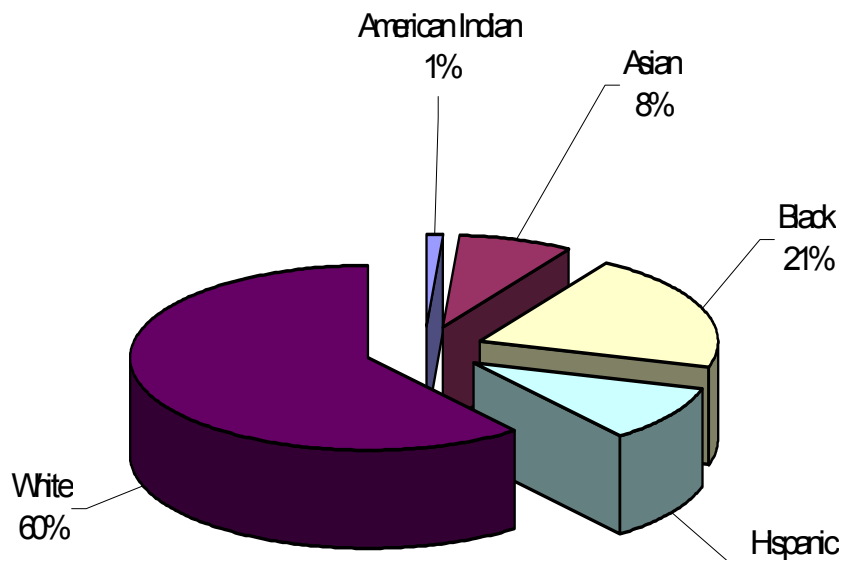
Action Taken: Verbal Warning



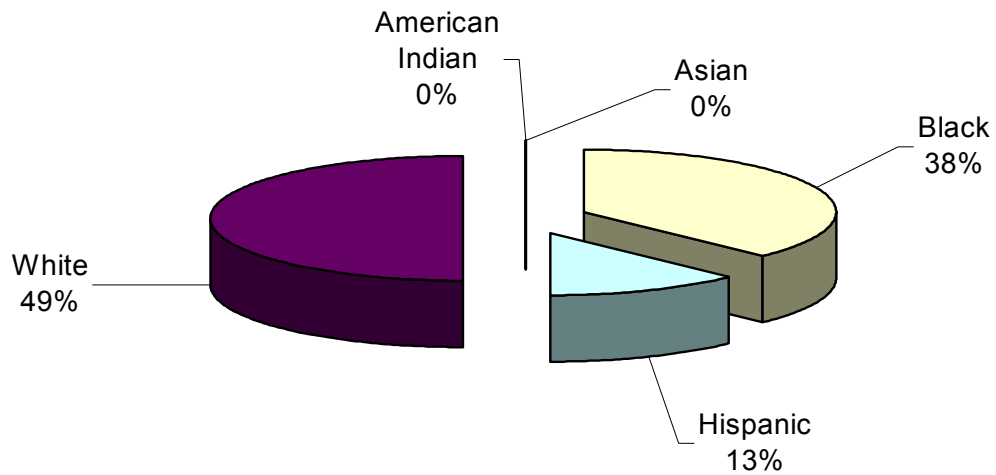
Action Taken: Equipment Repair Order



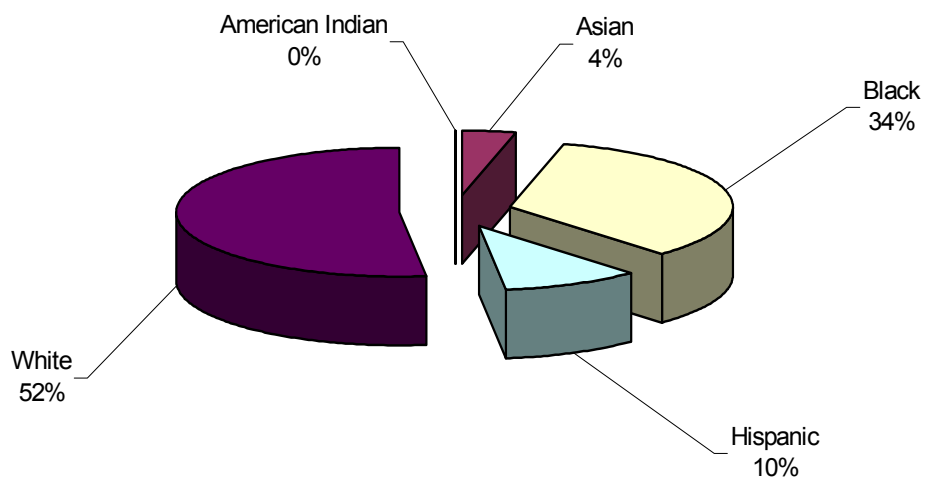
Action: Traffic Citations



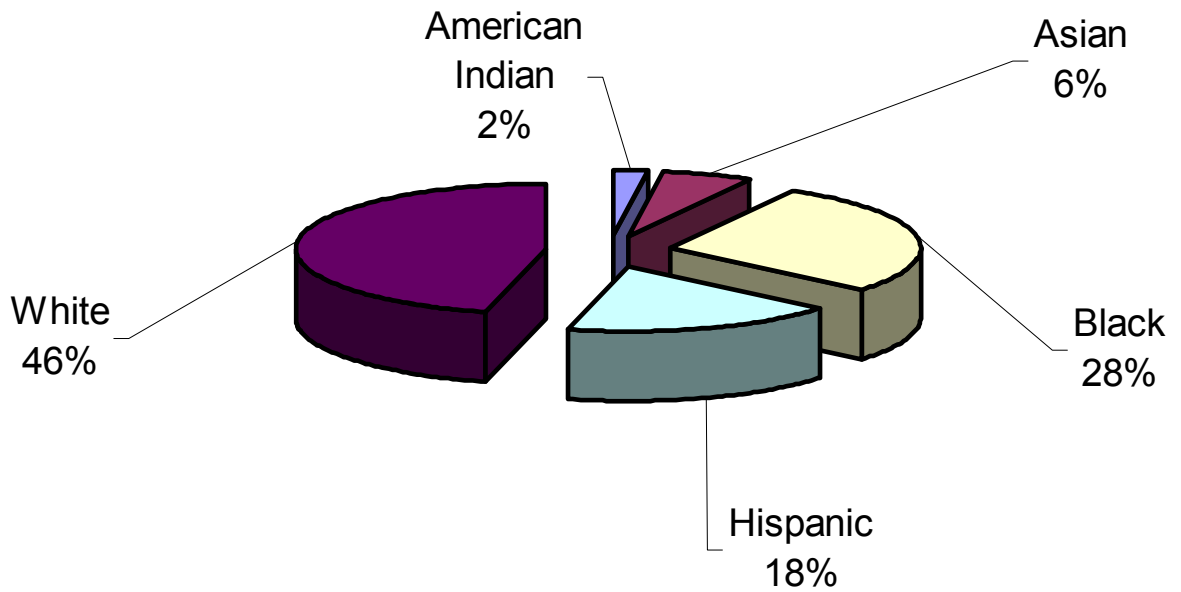
Action Taken: Field Interrogation



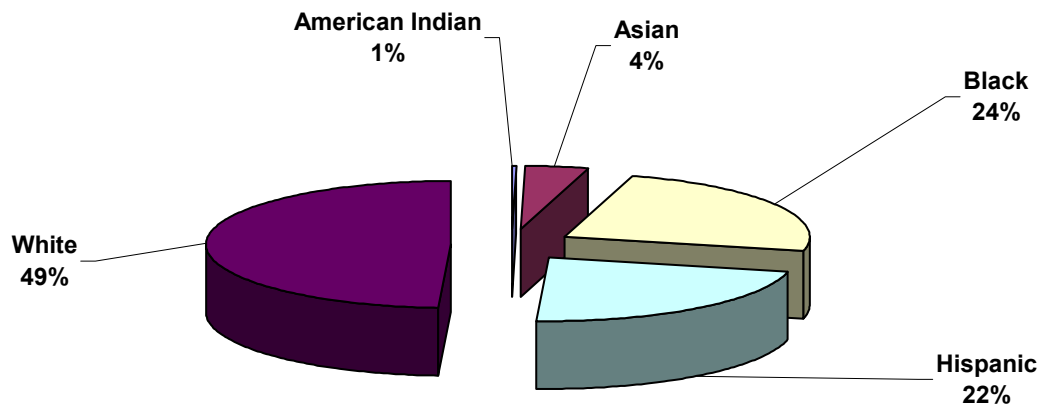
Action Taken: Criminal Citations



No Action Taken



Action Taken: Arrest



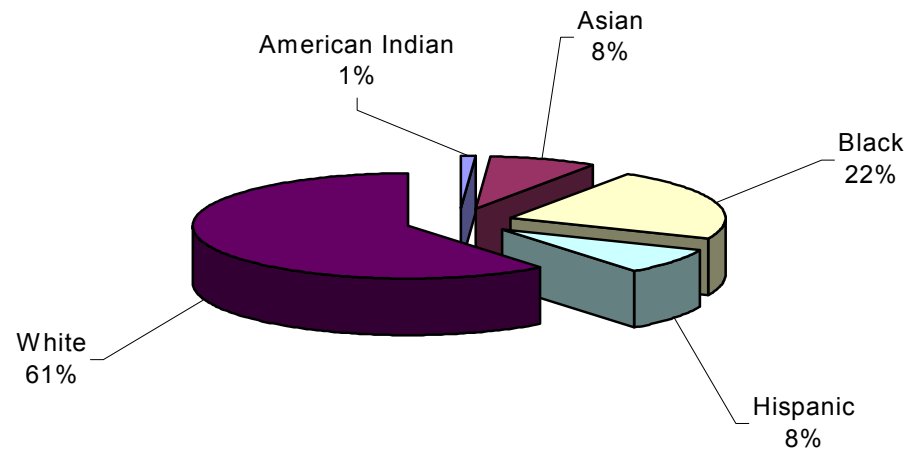
DATA CHARTS



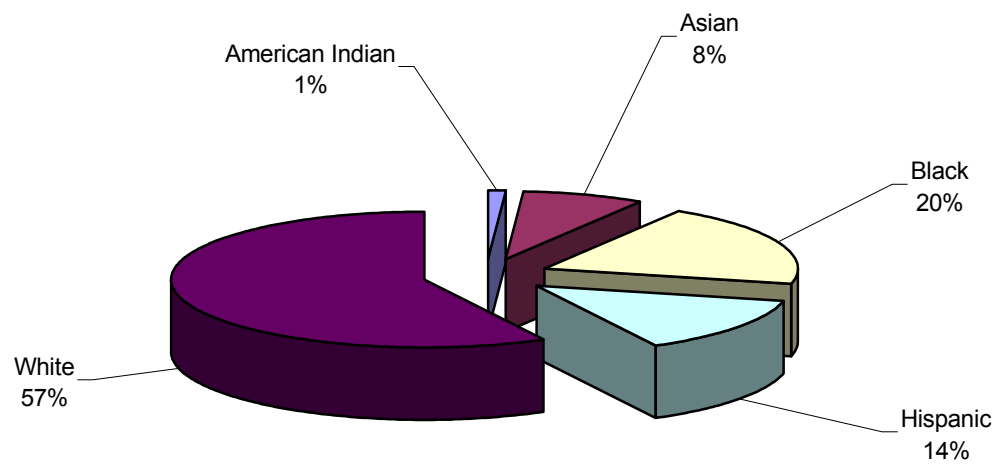
Breakdown by Citations Issued

Note: These percentages include only local drivers stopped.

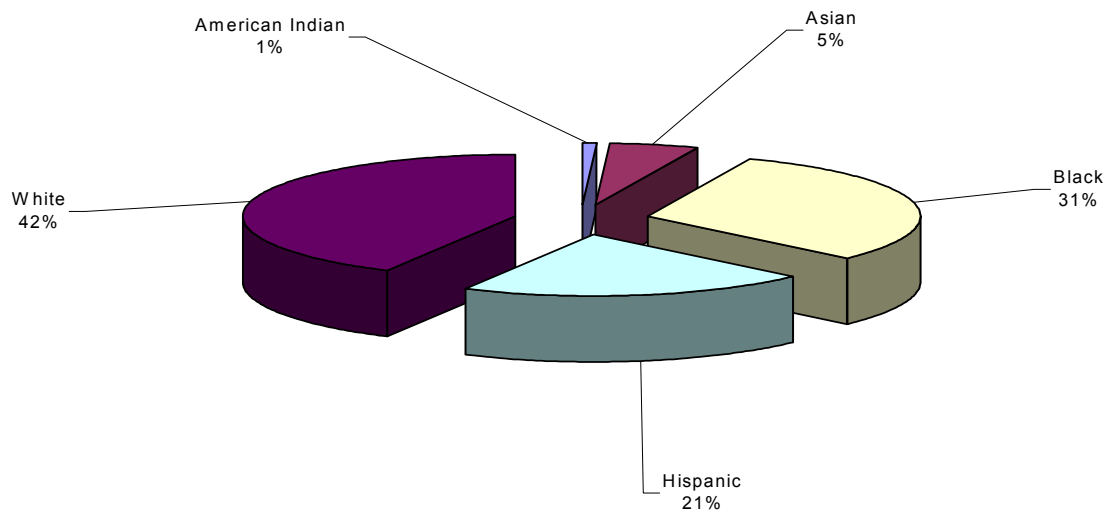
Citations Issued: Speed Violations



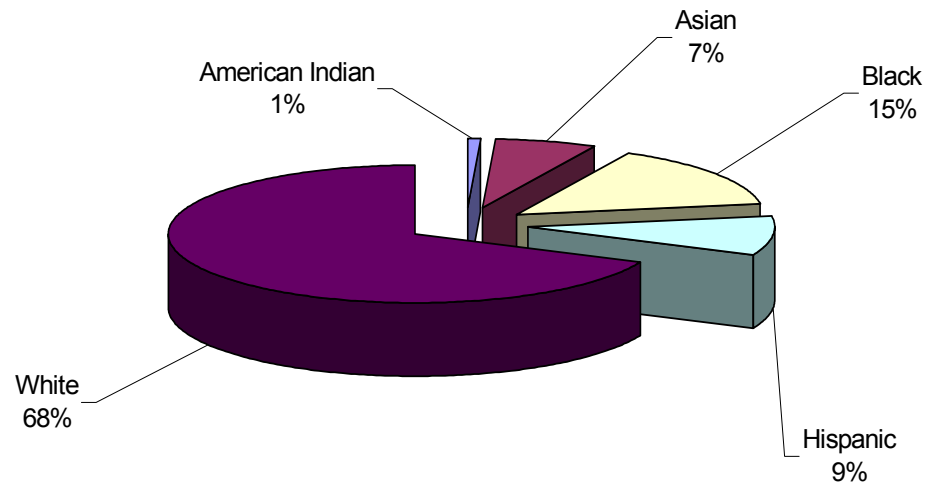
Citation Issued: (Other) Traffic Device



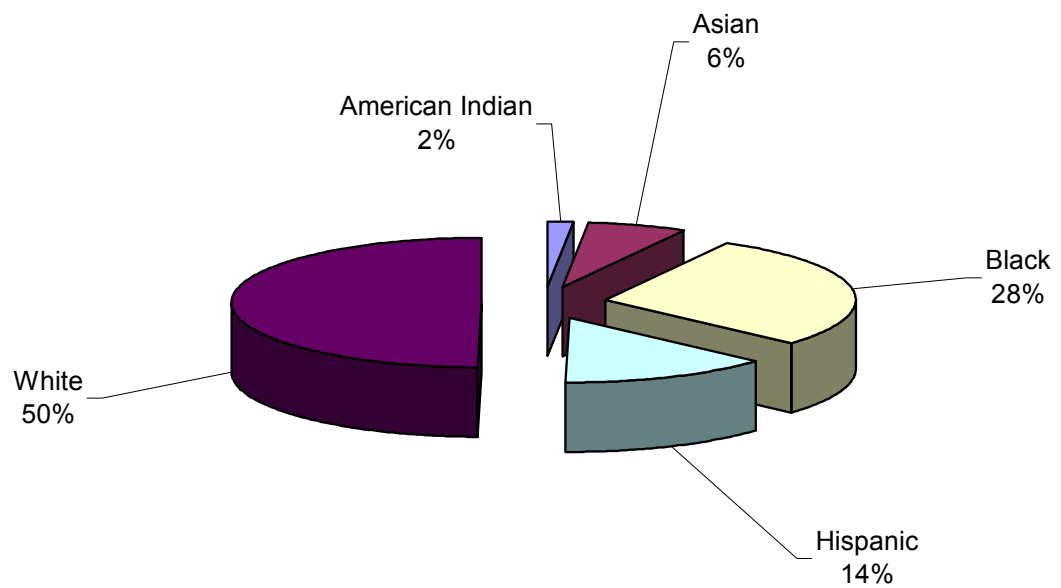
Citations Issued: License Violations



Citations Issued: Seatbelt Violations



Citations Issued: Registration Violations



COMPLAINTS & COMPLIMENTS

From April 1, 2001, through September 30, 2001, MCPD officers received recognition for outstanding work a total of 1164 times. Almost half of these compliments (568, or 48.8%) were made by people external to the Department; the remaining 596 were internal recognitions.

Type of Recognition	Total
<i>Internally Generated</i>	<i>596</i>
Inter-departmental Compliment	447
Memorandum of Recognition	27
Unit Citation	8
Commendation	11
Mini-Award	17
Chief's Award	1
Other Inter-departmental Awards	85
<i>Externally Generated</i>	<i>568</i>
Letter of Praise or Thanks	485
Telephone Contact	47
Other External Award	36

Over the six-month period spanning April 1, 2001, through September 30, 2001, the MCPD Internal Affairs Division received a total of 49 formal complaints, resulting in 127 allegations against officers of the Department. During this same time period, officers of the MCPD conducted 41,069 traffic stops. Of the 49 formal complaints received by the Internal Affairs Division, only nine were the result of traffic stops.

CALENDAR YEAR 2001 – 2ND QUARTER COMPLAINTS

During the second quarter of calendar year 2001, the Internal Affairs Division received 28 formal complaints against sworn and non-sworn members of the Montgomery County Department of Police. The 28 complaints resulted in a total of 71 allegations of employee misconduct. The allegations included the following:

- 12 - conformance to law
- 1 - integrity of the reporting system
- 29 - use of force
- 1 - conduct unbecoming
- 5 - abuse of authority
- 7 - courtesy
- 2 - untruthful statements
- 3 - property
- 4 - discrimination
- 3 - neglect of duty/unsatisfactory performance
- 4 - carrying of credentials

Of the 71 allegations, for the second quarter of 2001, 5 were not sustained, 7 were closed administratively, 24 were unfounded, 20 resulted in the officer being exonerated and 15 are still pending.

Four of the 28 formal complaints received by IAD in the second quarter of 2001 were related to traffic stops:

- A White female complainant initiated two allegation (use of force) involving two W/M officers. The allegations were deemed to be unfounded.
- A Hispanic male complainant initiated two allegations (use of force/courtesy) on a W/M officer. The officer was exonerated.
- A Black male complainant initiated two allegations (use of force/neglect of duty) on a W/M officer. The officer was exonerated.
- A Black male complainant initiated three allegations (use of force/courtesy/abuse of authority) against one W/M officer. The findings of these allegations are pending.

CALENDAR YEAR 2001 – 3RD QUARTER

During the third quarter of calendar year 2001, the Internal Affairs Division received 21 formal complaints sworn and non-sworn members of the Montgomery County Department of Police. The 21 formal complaints resulted in a total of 56 allegations of employee misconduct. The allegations included the following:

- 6 - abuse of authority
- 1 - abuse of process
- 4 - carrying of credentials
- 1 - compliance with orders
- 2 - conduct unbecoming
- 4 - conformance to law
- 7 - courtesy
- 4 - discrimination
- 3 - neglect of duty/unsatisfactory performance
- 1 - property
- 2 - punctuality
- 2 - sexual harassment
- 3 - untruthful statements
- 16 - use of force

Of these 56 allegations, for the third quarter of 2001, 15 were unfounded, 9 were closed administratively, 10 resulted in the officer being exonerated and 22 are still pending.

Five of the 21 formal complaints, received by the IAD, for the third quarter of 2001, were related to traffic stops:

- A Black male complainant initiated three allegations (discrimination/abuse of authority/conduct unbecoming) against one W/M officer. The allegations were determined to be unfounded.

- A Black male complainant initiated an allegation (use of force) against one H/M officer. The allegation was determined to be unfounded.
- A Black male complainant initiated two allegations (use of force/discrimination) against one W/M officer. This officer was exonerated.
- A Black male complainant initiated three allegations (discrimination/abuse of authority/courtesy) against one W/M officer. The allegations were determined to be unfounded.
- A White male complainant initiated an allegation (unsatisfactory performance) against one W/M officer. The finding of this allegation is pending.

CIVIL SUITS

A total of 15 civil suits were filed against the Department during the six-month period of this report; three of these were “internal” suits, either the result of a Workers’ Compensation complaint or personnel-related. The remaining 12 suits were filed by persons outside the department. Note that the incident resulting in these dozen cases could have occurred at any time. However, each was filed during the time of this report, April 1 to September 30, 2001.

External Civil Suits by Subgroup

2001							
Nature of Civil Lawsuits	External	April		May		June	
		Case count	Subgroup	Case count	Subgroup	Case count	Subgroup
Arrest related, Battery	1			1	210		
Court related	0						
Dispatcher related	0						
Domestic related	0						
Traffic Accident related	2			1	300	1	1067
Warrant related	1			1	823		
<i>Total</i>	4	0		3		1	
		July		August		September	
Nature of Civil Lawsuits	External	Case count	Subgroup	Case count	Subgroup	Case count	Subgroup
Arrest related, Battery	0						
Court related	1					1	244
Dispatcher related	2	1	N/A	1	N/A		
Domestic related	1					1	1011
Traffic Accident related	4			3	341, 556,878	1	556
Warrant related	0						
<i>Total</i>	8	1		4		3	

BENCHMARKS FOR INTERPRETATION

The initial inquiry conducted by the Department of Justice several years ago, regarding alleged disparate treatment of members of the Montgomery County driving community by the Montgomery County Police, relied heavily on residential population demographics as a benchmark for their findings. It is certain that the interpretation of traffic data is a highly subjective and complex task. In response to allegations of racial profiling, over 400 law enforcement agencies throughout the United States have implemented some form of traffic stop data collection. Yet, despite the willingness to collect data, agencies cannot put to rest the controversies surrounding what benchmarks should be used in the interpretation of the collected data. There is strong opinion in both the academic and law enforcement communities that use of population data, to determine if traffic actions against the driving community “perfectly match” local demographics, results in inaccurate conclusions and contributes to negative perceptions in the community. Many experts and practitioners argue that the use of the actual driving population, as a benchmark, would prove to be more reliable in determining the relationship of collected traffic stop data. However, the fiscal and practical challenges related to the comprehensive study needed to accurately identify the actual driving population, prohibits further effort towards that benchmark at this time.

Although scientific reliability measures are not available for these benchmarks; the absence of driving population information and the lack of confidence in Census data, makes using these benchmarks a reasonable course of action when evaluating the traffic stop data.

The Benchmarks that will be examined are:

1. Photo red light camera data
2. Low discretion radar and red light stops
3. District Traffic Squad stops

PHOTO RED LIGHT COMPARISON

In October 1999, the Department deployed ten cameras in fifteen identified locations to support the administrative enforcement of red light violations. These cameras were distributed throughout the county and were placed after analysis of collision and traffic citation data identified the most productive locations for red light violations. During the second reporting period, two additional cameras were added. The program has proven to be very effective and the Department has plans to expand the program to twenty-five cameras during this fiscal year.

The camera takes a picture of the registration plate of the offending vehicle that violates the red light. When issuing a citation, a technical clerk obtains the owner information from the Motor Vehicle Administration listing, which includes the owner's race. Commercial vehicles and out-of-state registration information where the owner's race is not identified are omitted from the analysis data collected. The validity of the data from the cameras would increase if the race of the driver could be identified and some random sampling opportunities were available, but, this functionality is not possible within the current photo red light program.

The six month cumulative data revealed that a total of 14,416 citations were issued. Analysis of the data revealed that 62.76% of the owners were White, followed by 21.78% Black owners, 9.70% Asian owners, and 5.75% all other owners.

This table does not include data on Hispanics, because the Maryland Motor Vehicle Administration provides no racial designation for Hispanic drivers. Therefore, the Hispanic population in this table is absorbed into the other racial categories.

	All Traffic Stops		Red Light Camera	
	All Persons Stopped		Registered Owner	
	#	%	#	%
American Indian	472	1.15%	0	0
Asian	2,776	6.76%	1,399	9.70%
Black	10,698	26.05%	3,140	21.78%
Hispanic	4,301	10.47%	N/A	N/A
Other	N/A	N/A	829	5.75%
White	22,822	55.57%	9,048	62.76%
TOTAL:	41,069	100.00%	14,416	100.00%

RADAR/LASER OR RED LIGHT VIOLATION STOPS

The Department of Justice released a funded report in November 2000, entitled “Resource Guide on Racial Profiling Data Collections Systems – Promising Practices and Lessons Learned”. This report provides an overview of current activities in several states and recommendations for the future. In Chapter 5, “Recommendations for Traffic Stop Data Collection Systems,” they explained the concept of “low discretion” stops where “officers have little discretion other than to respond.” They advised that low discretion stops might be analyzed differently because law enforcement actions were based on an external source or specific conduct rather than an officer’s discretionary determination, such as radar speed enforcement. The chapter further enumerated that a driver failing to stop for a red light or speeding more than 30 miles an hour may be considered low discretionary because the officer felt obligated to pull over the driver.

The use of speed measuring devices such as Radar/Laser enables officers to identify speeding vehicles at distances greater than officers are able to see the drivers. It is readily accepted in the law enforcement community that uses of Radar/Laser instruments are vehicle selective, which makes them an excellent internal benchmark. The Department believes that combining low discretionary red lights with vehicle selective Radar/Laser stops provides a reasonable data set of sufficient size for comparison purposes.

Analysis of all traffic stops data revealed that a total of 19,511 Radar/Laser/Red light (RLR) stops were made. Further analysis showed that 56.85% of the stops were of White drivers, 26.87% of stops were of Black drivers, 8.07% stopped were Hispanic drivers, 7.24% were Asian drivers, and .096% were American Indian drivers. These percentages were compared to those identified in the previous report. Although this report contained nearly 4,000 more stops, all of the percentages by race were found to be within one percentage point of the last report.

Local resident (RLR) analysis revealed White drivers accounted for 60.62% of the stops, Black drivers accounted for 22.14%, Hispanic and Asian drivers accounted for 8.08%, and American Indian drivers accounted for 1.07%. The local resident RLR was not identified in the last report so a like comparison was not available.

District/work location level analysis showed that White drivers spanned a range of 32% in the Silver Spring District (low) to 66% in the Rockville District. The Black drivers' range was from 15% in the Rockville District to 47% in the Silver Spring District. Hispanics spanned 6% in the Rockville District to 12% in the Silver Spring District, Asian drivers span was 5% in the Bethesda District to 10% in the Rockville District and the American Indian drivers stayed consistently at 1% in all districts.

	All Traffic Stops		Low Discretionary Stops	
	All Persons Stopped		All Persons Stopped	
	#	%	#	%
American Indian	472	1.15%	188	0.96%
Asian	2,776	6.76%	1,413	7.24%
Black	10,698	26.05%	5,243	26.87%
Hispanic	4,301	10.47%	1,575	8.07%
White	22,822	55.57%	11,092	56.85%
TOTAL:	41,069	100.00%	19,511	100.00%

TRAFFIC OFFICER DATA

The Montgomery County Department of Police deploys a squad of traffic officers at five district stations (Montgomery Village/ 6th District does not have one). The primary focus of the officers assigned to these units is to conduct traffic enforcement and investigate traffic collisions. These officers are not obligated to handle criminal-related investigations or make arrests unless they encounter a crime in progress. The traffic officers in our Department have established a long tradition for remaining focused on their mission which makes them an excellent benchmark to compare traffic stop statistics against.

Overall, the traffic officers accounted for approximately 37% of all traffic stops (15,359). Of those stops, 58.08% were of White drivers, 26.31% were of Black drivers, 8.65% were of Hispanic drivers, 6.26% were of Asian drivers, and 0.70% were American Indian drivers. As with the (RLR) comparison analysis all percentages by race were within one percentage point of the previous report.

Over 70% of the traffic officer stops were conducted on local residents. The analysis of local resident stops revealed that 62.25% of these stops were on White drivers, 20.82% were on Black drivers, 8.86% were on Hispanic drivers, 7.28% were on Asian drivers, and 0.79% were on American Indian drivers.

	All Traffic Stops		Traffic Squad Stops	
	All Persons Stopped		All Persons Stopped	
	#	%	#	%
American Indian	472	1.15%	108	0.70%
Asian	2,776	6.76%	961	6.26%
Black	10,698	26.05%	4,041	26.31%
Hispanic	4,301	10.47%	1,328	8.65%
White	22,822	55.57%	8,921	58.08%
TOTAL:	41,069	100.00%	15,359	100.00%

Once again, as reported in the previous report, the stop rates for Black drivers/owners in the all three benchmarks exceeded 20%, which is more consistent with the traffic stop data. Although the statistical reliability is unknown, the application of these benchmarks appears to be consistent with each other and the traffic stop data collected.

SUBGROUPS

It is important to note that the identities of the individual officers were not captured. Officers were assigned to subgroups for the purposes of tracking activity. Officers in the same assignment and/or geographic location were members of the same subgroup; each subgroup contained six to eight officers. If an officer transferred, his or her subgroup would change accordingly.

Some traffic stops were made outside of the officers' districts of assignment. However, collectively, a broader geographic understanding of the data can be obtained by using the subgroup method.

Officers working out of the district stations were members of the Field Services Bureau. Each of the six patrol districts was assigned to the same number series, only the hundred number changed to reflect the (numeric) district identifier. At the patrol level, assignments were as follows:

1 st District/Rockville	100 Series
2 nd District/Bethesda	200 Series
3 rd District/Silver Spring	300 Series
4 th District/Wheaton	400 Series
5 th District/Germantown	500 Series
6 th District/Mont. Village	600 Series

<u>District Station Unit</u>	<u>Subgroups</u>
Administration	x00-x01
Investigative Section	x10-x11
Special Assignment Team	x20-x21
Traffic	x30-x31
Patrol Shifts/Beat Teams	x40-x60's

The remaining Field Services Bureau administrative officers were assigned to subgroups 700-701.

The Investigative Services Bureau subgroups were the 800-series. That included all of the various units within the Criminal Investigations Division, Major Crimes Division, Special Investigations Division, Special Operations Division, and the Family Services Division. Note that district investigators were captured within the patrol district subgroups.

The Management Services Bureau subgroups were the 900-series. That bureau included officers assigned to the Communications Division, Management & Budget Division, Technology Division, Records Division, the Training Academy, and others.

The Office of the Chief subgroups, the 1000-series, included officers working in the Chief's office, Legal/Labor Relations, Media, Internal Affairs, etc.

The Memorandum of Agreement mandated analysis by subgroups to evaluate trends and differences over time within the subgroups. The following data represents an analysis of subgroup data and will serve as a foundation for future efforts.

STOPS BY RACE

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the race of the driver. The subgroups shown were responsible for approximately 50% of the documented activity within the respective categories.

Subgroup	Frequency - AMERICAN INDIAN	Percentage	Cumulative Percentage
0330	25	6.85%	6.85%
0530	19	5.21%	12.05%
0430	18	4.93%	16.99%
0544	14	3.84%	20.82%
0147	13	3.56%	24.38%
0146	10	2.74%	27.12%
0431	10	2.74%	29.86%
0252	9	2.47%	32.33%
0130	8	2.19%	34.52%
0141	8	2.19%	36.71%
0253	8	2.19%	38.90%
0572	8	2.19%	41.10%
0153	7	1.92%	43.01%
0441	7	1.92%	44.93%
0149	6	1.64%	46.58%
0162	6	1.64%	48.22%
0263	6	1.64%	49.86%
0447	6	1.64%	51.51%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0330	630	9.69%	9.69%
0431	443	6.82%	16.51%
0430	404	6.22%	22.72%
0530	319	4.91%	27.63%
0130	266	4.09%	31.72%
0344	142	2.18%	33.91%
0230	141	2.17%	36.08%
0349	120	1.85%	37.92%
0651	120	1.85%	39.77%
0447	119	1.83%	41.60%
0147	115	1.77%	43.37%
0441	106	1.63%	45.00%
0544	106	1.63%	46.63%
0500	101	1.55%	48.18%
0371	100	1.54%	49.72%
0355	82	1.26%	50.98%

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0130	184	8.15%	8.15%
0430	173	7.66%	15.81%
0431	150	6.64%	22.45%
0330	118	5.23%	27.68%
0147	117	5.18%	32.86%
0530	103	4.56%	37.42%
0140	86	3.81%	41.23%
0156	61	2.70%	43.93%
0146	56	2.48%	46.41%
0149	51	2.26%	48.67%
0447	48	2.13%	50.80%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0430	227	7.15%	7.15%
0330	226	7.12%	14.27%
0431	183	5.76%	20.03%
0130	152	4.79%	24.82%
0651	110	3.46%	28.28%
0530	98	3.09%	31.37%
0147	84	2.65%	34.02%
0447	71	2.24%	36.25%
0230	70	2.20%	38.46%
0441	69	2.17%	40.63%
0140	61	1.92%	42.55%
0246	54	1.70%	44.25%
0500	53	1.67%	45.92%
0349	52	1.64%	47.56%
0646	52	1.64%	49.20%
0263	43	1.35%	50.55%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0130	1628	9.18%	9.18%
0530	1617	9.11%	18.29%
0431	964	5.43%	23.72%
0430	849	4.79%	28.51%
0230	794	4.48%	32.98%
0330	660	3.72%	36.70%
0140	572	3.22%	39.93%
0147	567	3.20%	43.12%
0544	404	2.28%	45.40%
0146	372	2.10%	47.50%
0500	324	1.83%	49.32%
0246	316	1.78%	51.10%

REASON FOR STOP

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the reason for the traffic stop. Reasons for stops include: violations for speed (officer observed and by radar/laser devices), red light, traffic device or equipment; as well as “other traffic,” crime in progress, want index (wanted person), the result of a lookout, or investigative. The subgroups shown here were those responsible for approximately 50% of the documented activity in each of the respective categories.

Subgroup	Frequency - SPEED	Percentage	Cumulative Percentage
0431	1451	9.94%	9.94%
0130	1303	8.93%	18.87%
0530	1076	7.37%	26.24%
0330	1072	7.34%	33.58%
0430	1026	7.03%	40.61%
0230	840	5.75%	46.37%
0500	360	2.47%	48.83%
0147	360	2.47%	51.30%

Subgroup	Frequency – RADAR / LASER	Percentage	Cumulative Percentage
0431	1,456	11.31%	11.31%
0130	1,284	9.98%	21.29%
0330	1,063	8.26%	29.55%
0530	1,026	7.97%	37.53%
0430	1,002	7.79%	45.31%
0230	848	6.59%	51.90%

Subgroup	Frequency – RED LIGHT	Percentage	Cumulative Percentage
0330	86	6.33%	6.33%
0155	60	4.42%	10.74%
0156	60	4.42%	15.16%
0552	45	3.31%	18.47%
0255	40	2.94%	21.41%
0553	37	2.72%	24.14%
0430	34	2.50%	26.64%
0555	33	2.43%	29.07%
0147	32	2.35%	31.42%
0152	31	2.28%	33.70%
0130	28	2.06%	35.76%
0572	28	2.06%	37.82%
0456	25	1.84%	39.66%
0651	23	1.69%	41.35%
0153	21	1.55%	42.90%
0452	21	1.55%	44.44%
0252	20	1.47%	45.92%
0146	19	1.40%	47.31%
0253	19	1.40%	48.71%
0453	19	1.40%	50.11%

Subgroup	Frequency – TRAFFIC DEVICE	Percentage	Cumulative Percentage
0130	287	8.51%	8.51%
0246	264	7.83%	16.34%
0430	251	7.44%	23.78%
0330	249	7.38%	31.17%
0230	158	4.69%	35.85%
0146	91	2.70%	38.55%
0431	91	2.70%	41.25%
0447	91	2.70%	43.95%
0149	89	2.64%	46.59%
0244	79	2.34%	48.93%
0147	62	1.84%	50.77%

Subgroup	Frequency - EQUIPMENT	Percentage	Cumulative Percentage
0651	142	8.25%	8.25%
0161	69	4.01%	12.26%
0572	66	3.83%	16.10%
0263	65	3.78%	19.87%
0252	63	3.66%	23.53%
0160	62	3.60%	27.14%
0153	52	3.02%	30.16%
0162	48	2.79%	32.95%
0355	44	2.56%	35.50%
0250	40	2.32%	37.83%
0140	39	2.27%	40.09%
0253	38	2.21%	42.30%
0453	38	2.21%	44.51%
0549	37	2.15%	46.66%
0146	35	2.03%	48.69%
0543	33	1.92%	50.61%

Subgroup	Frequency – C.I.P.	Percentage	Cumulative Percentage
0246	11	16.42%	16.42%
0353	11	16.42%	32.84%
0352	5	7.46%	40.30%
0300	3	4.48%	44.78%
0450	3	4.48%	49.25%
0149	2	2.99%	52.24%

Subgroup	Frequency - WANT INDEX	Percentage	Cumulative Percentage
0320	4	16.00%	16.00%
0572	3	12.00%	28.00%
0651	3	12.00%	40.00%
0220	2	8.00%	48.00%
0130	1	4.00%	52.00%

Subgroup	Frequency – INVESTI- GATORY	Percentage	Cumulative Percentage
0320	27	20.77%	20.77%
0651	7	5.38%	26.15%
0444	6	4.62%	30.77%
0648	5	3.85%	34.62%
0149	3	2.31%	36.92%
0155	3	2.31%	39.23%
0243	3	2.31%	41.54%
0349	3	2.31%	43.85%
0452	3	2.31%	46.15%
0456	3	2.31%	48.46%
0647	3	2.31%	50.77%

Subgroup	Frequency - OTHER TRAFFIC	Percentage	Cumulative Percentage
0530	1130	6.69%	6.69%
0130	952	5.64%	12.33%
0430	668	3.96%	16.28%
0330	596	3.53%	19.81%
0140	589	3.49%	23.30%
0147	571	3.38%	26.68%
0544	444	2.63%	29.31%
0246	369	2.18%	31.50%
0161	347	2.05%	33.55%
0651	318	1.88%	35.43%
0146	310	1.84%	37.27%
0149	299	1.77%	39.04%
0431	293	1.73%	40.77%
0160	288	1.71%	42.48%
0447	246	1.46%	43.94%
0549	229	1.36%	45.29%
0263	212	1.26%	46.55%
0546	205	1.21%	47.76%
0230	203	1.20%	48.96%
0371	201	1.19%	50.15%

Subgroup	Frequency - LOOK OUT	Percentage	Cumulative Percentage
0252	5	8.06%	8.06%
0878	4	6.45%	14.52%
0449	3	4.84%	19.35%
0510	3	4.84%	24.19%
0552	3	4.84%	29.03%
0147	2	3.23%	32.26%
0243	2	3.23%	35.48%
0255	2	3.23%	38.71%
0441	2	3.23%	41.94%
0461	2	3.23%	45.16%
0540	2	3.23%	48.39%
0543	2	3.23%	51.61%

STOPS BY ACTION TAKEN

The information contained within this area of the report relates to the frequency of traffic stops made by members of the over 200 subgroups, according to the action taken after the traffic stop. Action taken can include a traffic citation, criminal citation, verbal warning, written warning, equipment repair order, arrest, civil citation, or no action taken. The subgroups shown were those responsible for approximately 50% of the documented activity in each of the respective categories.

Subgroup	Frequency - TRAFFIC CITATION	Percentage	Cumulative Percentage
0530	2136	8.59%	8.59%
0130	2127	8.55%	17.14%
0431	1714	6.89%	24.04%
0430	1656	6.66%	30.70%
0330	1631	6.56%	37.25%
0230	1045	4.20%	41.46%
0147	839	3.37%	44.83%
0140	648	2.61%	47.44%
0544	459	1.85%	49.28%
0500	458	1.84%	51.12%

Subgroup	Frequency - CRIMINAL CITATION	Percentage	Cumulative Percentage
0649	10	12.66%	12.66%
0220	4	5.06%	17.72%
0443	3	3.80%	21.52%
0838	3	3.80%	25.32%
0160	2	2.53%	27.85%
0162	2	2.53%	30.38%
0252	2	2.53%	32.91%
0371	2	2.53%	35.44%
0449	2	2.53%	37.97%
0453	2	2.53%	40.51%
0456	2	2.53%	43.04%
0543	2	2.53%	45.57%
0556	2	2.53%	48.10%
0572	2	2.53%	50.63%

Subgroup	Frequency - VERBAL WARNING	Percentage	Cumulative Percentage
0252	175	4.25%	4.25%
0130	169	4.11%	8.36%
0651	165	4.01%	12.38%
0140	160	3.89%	16.27%
0147	158	3.84%	20.11%
1006	135	3.28%	23.39%
0455	104	2.53%	25.92%
0161	87	2.12%	28.03%
0647	87	2.12%	30.15%
0146	82	1.99%	32.14%
0153	78	1.90%	34.04%
0453	78	1.90%	35.93%
0143	77	1.87%	37.81%
0572	74	1.80%	39.61%
0431	69	1.68%	41.28%
0456	69	1.68%	42.96%
0253	68	1.65%	44.61%
0371	63	1.53%	46.15%
0263	61	1.48%	47.63%
0430	61	1.48%	49.11%
0543	61	1.48%	50.60%

Subgroup	Frequency - WRITTEN WARNING	Percentage	Cumulative Percentage
0645	104	7.85%	7.85%
0246	70	5.28%	13.13%
0263	57	4.30%	17.43%
0541	48	3.62%	21.06%
0447	45	3.40%	24.45%
0544	39	2.94%	27.40%
0572	38	2.87%	30.26%
0446	34	2.57%	32.83%
0547	34	2.57%	35.40%
0549	32	2.42%	37.81%
0641	29	2.19%	40.00%
0344	27	2.04%	42.04%
0371	26	1.96%	44.00%
0552	25	1.89%	45.89%
0250	24	1.81%	47.70%
0253	24	1.81%	49.51%
0144	23	1.74%	51.25%

Subgroup	Frequency - EMERGENCY REPAIR ORDER	Percentage	Cumulative Percentage
0651	117	15.73%	15.73%
0263	39	5.24%	20.97%
0250	35	4.70%	25.67%
0572	35	4.70%	30.38%
0549	30	4.03%	34.41%
0149	26	3.49%	37.90%
0349	25	3.36%	41.26%
0543	23	3.09%	44.35%
0441	20	2.69%	47.04%
0249	18	2.42%	49.46%
0360	17	2.28%	51.75%

Subgroup	Frequency - ARREST	Percentage	Cumulative Percentage
0130	73	11.34%	11.34%
0255	35	5.43%	16.77%
0252	28	4.35%	21.12%
0320	24	3.73%	24.84%
0152	23	3.57%	28.42%
0838	23	3.57%	31.99%
0355	21	3.26%	35.25%
0651	20	3.11%	38.35%
0253	19	2.95%	41.30%
0156	15	2.33%	43.63%
0572	15	2.33%	45.96%
0356	14	2.17%	48.14%
0263	13	2.02%	50.16%

Subgroup	Frequency - CIVIL CITATION	Percentage	Cumulative Percentage
0878	3	9.09%	9.09%
0153	2	6.06%	15.15%
0255	2	6.06%	21.21%
0256	2	6.06%	27.27%
0546	2	6.06%	33.33%
0130	1	3.03%	36.36%
0140	1	3.03%	39.39%
0147	1	3.03%	42.42%
0152	1	3.03%	45.45%
0160	1	3.03%	48.48%
0230	1	3.03%	51.52%

Subgroup	Frequency - NO ACTION	Percentage	Cumulative Percentage
0243	21	6.52%	6.52%
0453	14	4.35%	10.87%
0256	11	3.42%	14.29%
0555	11	3.42%	17.70%
0556	11	3.42%	21.12%
0152	10	3.11%	24.22%
0349	10	3.11%	27.33%
0567	9	2.80%	30.12%
0153	8	2.48%	32.61%
0246	8	2.48%	35.09%
0456	8	2.48%	37.58%
0249	7	2.17%	39.75%
0344	7	2.17%	41.93%
0461	7	2.17%	44.10%
0465	7	2.17%	46.27%

SEARCHES BY RACE

The information contained within this area of the report relates to traffic stops, made by members of the over 200 subgroups, that resulted in vehicle searches. All searches here were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

Subgroup	Frequency - AMERICAN INDIAN	Percentage	Cumulative Percentage
0156	1	25.00%	25.00%
0255	1	25.00%	50.00%
0347	1	25.00%	75.00%
0647	1	25.00%	100.00%

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0130	3	10.34%	10.34%
0161	2	6.90%	17.24%
0252	2	6.90%	24.14%
0320	2	6.90%	31.03%
0456	2	6.90%	37.93%
0838	2	6.90%	44.83%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0320	23	8.27%	8.27%
0355	13	4.68%	12.95%
0161	11	3.96%	16.91%
0651	10	3.60%	20.50%
0162	9	3.24%	23.74%
0372	9	3.24%	26.98%
0152	8	2.88%	29.86%
0453	8	2.88%	32.73%
0156	7	2.52%	35.25%
0353	7	2.52%	37.77%
0647	7	2.52%	40.29%
0130	6	2.16%	42.45%
0356	6	2.16%	44.60%
0362	6	2.16%	46.76%
0646	6	2.16%	48.92%
0370	5	1.80%	50.72%
0381	5	1.80%	52.52%
0446	5	1.80%	54.32%
0643	5	1.80%	56.12%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0130	11	7.01%	7.01%
0355	11	7.01%	14.01%
0651	10	6.37%	20.38%
0572	7	4.46%	24.84%
0252	6	3.82%	28.66%
0372	5	3.18%	31.85%
0441	5	3.18%	35.03%
0555	5	3.18%	38.22%
0147	4	2.55%	40.76%
0162	4	2.55%	43.31%
0263	4	2.55%	45.86%
0371	4	2.55%	48.41%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0130	37	10.14%	10.14%
0255	17	4.66%	14.79%
0253	16	4.38%	19.18%
0572	16	4.38%	23.56%
0838	16	4.38%	27.95%
0252	14	3.84%	31.78%
0320	14	3.84%	35.62%
0153	11	3.01%	38.63%
0878	11	3.01%	41.64%
0162	9	2.47%	44.11%
0553	9	2.47%	46.58%
0651	9	2.47%	49.04%
0161	8	2.19%	51.23%
0355	8	2.19%	53.42%
0452	8	2.19%	55.62%

CONSENT SEARCHES

The information contained within this area of the report relates to traffic stops, made by members of the over 200 subgroups, that resulted in consent-requested vehicle searches. All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

Subgroup	Frequency - AMERICAN INDIAN	Percentage	Cumulative Percentage
0647	1	100.00%	100.00%

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0162	1	14.29%	14.29%
0252	1	14.29%	28.57%
0320	1	14.29%	42.86%
0381	1	14.29%	57.14%
0456	1	14.29%	71.43%
0540	1	14.29%	85.71%
0555	1	14.29%	100.00%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0320	16	13.79%	13.79%
0362	6	5.17%	18.97%
0453	6	5.17%	24.14%
0162	5	4.31%	28.45%
0355	5	4.31%	32.76%
0651	5	4.31%	37.07%
0152	4	3.45%	40.52%
0349	4	3.45%	43.97%
0446	4	3.45%	47.41%
0156	3	2.59%	50.00%
0353	3	2.59%	52.59%
0370	3	2.59%	55.71%
0381	3	2.59%	57.76%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0555	4	12.50%	12.50%
0162	3	9.38%	21.88%
0320	3	9.38%	31.25%
0355	3	9.38%	40.63%
0651	3	9.38%	50.00%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0153	9	7.56%	7.56%
0162	8	6.72%	14.29%
0452	8	6.72%	21.01%
0572	8	6.72%	27.73%
0355	7	5.88%	33.61%
0320	6	5.04%	38.66%
0453	5	4.20%	42.86%
0465	4	3.36%	46.22%
0641	4	3.36%	49.58%
0161	3	2.52%	52.10%
0220	3	2.52%	54.62%
0449	3	2.52%	57.14%

CONSENT SEARCHES WITH FINDS

The information contained within this area of the report relates to vehicle searches where consent was requested and a “find” was recorded. A “find” is defined as any contraband located during the search (i.e., weapons or illegal drugs). All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0162	1	50.00%	50.00%
0456	1	50.00%	100.00%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0320	4	14.29%	14.29%
0355	3	10.71%	25.00%
0152	2	7.14%	32.14%
0220	2	7.14%	39.29%
0444	2	7.14%	46.43%
0646	2	7.14%	53.57%
0651	2	7.14%	60.71%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0355	2	28.57%	28.57%
0162	1	14.29%	42.86%
0350	1	14.29%	57.14%
0447	1	14.29%	71.43%
0572	1	14.29%	85.71%
0651	1	14.29%	100.00%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0162	5	13.89%	13.89%
0320	3	8.33%	22.22%
0572	3	8.33%	30.56%
0153	2	5.56%	36.11%
0220	2	5.56%	41.67%
0453	2	5.56%	47.22%

NON-CONSENT SEARCHES

The information contained within this area of the report relates to traffic stops, made by members of the over 200 subgroups, that resulted in non-consent vehicle searches. All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

Subgroup	Frequency - AMERICAN INDIAN	Percentage	Cumulative Percentage
0156	1	33.33%	33.33%
0255	1	33.33%	66.67%
0347	1	33.33%	100.00%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0161	9	5.56%	5.56%
0355	8	4.94%	10.49%
0320	7	4.32%	14.81%
0372	7	4.32%	19.14%
0130	6	3.70%	22.84%
0356	5	3.09%	25.93%
0647	5	3.09%	29.01%
0651	5	3.09%	32.10%
0152	4	2.47%	34.57%
0156	4	2.47%	37.04%
0162	4	2.47%	39.51%
0353	4	2.47%	41.98%
0371	4	2.47%	44.44%
0450	4	2.47%	46.91%
0555	4	2.47%	49.38%
0646	4	2.47%	51.85%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0130	37	15.04%	15.04%
0255	16	6.50%	21.54%
0838	16	6.50%	28.05%
0253	14	5.69%	33.74%
0252	13	5.28%	39.02%
0878	11	4.47%	43.50%
0320	8	3.25%	46.75%
0553	8	3.25%	50.00%
0572	8	3.25%	53.25%

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0130	3	13.64%	13.64%
0161	2	9.09%	22.73%
0838	2	9.09%	31.82%
0120	1	4.55%	36.36%
0143	1	4.55%	40.91%
0152	1	4.55%	45.45%
0160	1	4.55%	50.00%
0252	1	4.55%	54.55%
0255	1	4.55%	59.09%
0256	1	4.55%	63.64%
0263	1	4.55%	68.18%
0320	1	4.55%	72.73%
0342	1	4.55%	77.27%
0444	1	4.55%	81.82%
0456	1	4.55%	86.36%
0552	1	4.55%	90.91%
0651	1	4.55%	95.45%
0878	1	4.55%	100.00%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0130	11	8.80%	8.80%
0355	8	6.40%	15.20%
0651	7	5.60%	20.80%
0252	6	4.80%	25.60%
0372	5	4.00%	29.60%
0441	5	4.00%	33.60%
0572	5	4.00%	37.60%
0263	4	3.20%	40.80%
0371	4	3.20%	44.00%
0147	3	2.40%	46.40%
0149	3	2.40%	48.80%
0161	3	2.40%	51.20%
0255	3	2.40%	53.60%
0256	3	2.40%	56.00%
0360	3	2.40%	58.40%

NON-CONSENT SEARCHES WITH FINDS

The information contained within this area of the report relates to vehicle searches where no consent was requested and a “find” was recorded. A “find” is defined as any contraband located during the search (i.e., weapons or illegal drugs). All searches were of local residents only and the information provided is broken out by the race of the vehicle driver at the time of the traffic stop.

Subgroup	Frequency - AMERICAN INDIAN	Percentage	Cumulative Percentage
0156	1	100.00%	100.00%

Subgroup	Frequency - ASIAN	Percentage	Cumulative Percentage
0120	1	20.00%	20.00%
0143	1	20.00%	40.00%
0161	1	20.00%	60.00%
0320	1	20.00%	80.00%
0456	1	20.00%	100.00%

Subgroup	Frequency - BLACK	Percentage	Cumulative Percentage
0263	3	6.52%	6.52%
0320	3	6.52%	13.04%
0465	3	6.52%	19.57%
0643	3	6.52%	26.09%
0647	3	6.52%	32.61%
0156	2	4.35%	36.96%
0162	2	4.35%	41.30%
0355	2	4.35%	45.65%
0383	2	4.35%	50.00%
0461	2	4.35%	54.35%
0651	2	4.35%	58.70%

Subgroup	Frequency - HISPANIC	Percentage	Cumulative Percentage
0130	3	12.50%	12.50%
0147	2	8.33%	20.83%
0263	2	8.33%	29.17%
0520	2	8.33%	37.50%
0161	1	4.17%	41.67%
0252	1	4.17%	45.83%
0253	1	4.17%	50.00%
0255	1	4.17%	54.17%
0347	1	4.17%	58.33%
0353	1	4.17%	62.50%
0356	1	4.17%	66.67%
0444	1	4.17%	70.83%
0450	1	4.17%	75.00%
0456	1	4.17%	79.17%
0556	1	4.17%	83.33%
0572	1	4.17%	87.50%
0647	1	4.17%	91.67%
0651	1	4.17%	95.83%
0851	1	4.17%	100.00%

Subgroup	Frequency - WHITE	Percentage	Cumulative Percentage
0252	6	11.32%	11.32%
0320	6	11.32%	22.64%
0130	5	9.43%	32.08%
0161	4	7.55%	39.62%
0651	3	5.66%	45.28%
0220	2	3.77%	49.06%
0253	2	3.77%	52.83%
0444	2	3.77%	56.60%
0465	2	3.77%	60.38%
0520	2	3.77%	64.15%
0572	2	3.77%	67.92%
0838	2	3.77%	71.70%

SUBGROUP COMPLAINTS

The information contained within this section relates to complaints (both formal and intakes) received by the Internal Affairs Division. Officers involved are identified by subgroup number only.

Subgroup Number	<i>Abuse of Authority</i>	<i>Conduct Unbecoming</i>	<i>Conformance to Law</i>	<i>Courtesy</i>	<i>Discrimination</i>	<i>Gratuities</i>
0			1		1	
140		1				
141		1				
143		1				
144			1			
147	1			1		
149				2		
152	1				1	
153	1					
155				1		
156			1	2		
160						
161		1		1	1	
162			1		1	
200	1	1	1			
220				1		
230				1	1	
241			1	2		
243	2		2			
244		2				
246	1					
247				2		
250	1					
252				1		
255			1	1		
260				1		
263				1		
320	1					
330	1			2	1	
331	1	1				
340						
343		1				
344	1				2	
347						
349			1	1		
350				2		
352						

Subgroup Number	<i>Integrity Reporting System</i>	<i>Maintenance of Property</i>	<i>Neglect of Duty/ Unsatisfactory Performance</i>	<i>Sexual Harassment</i>	<i>Untruthful Statements</i>	<i>Use of Force</i>
0				1		1
140						
141						
143						2
144						
147						
149			1			
152						
153			2			
155						
156						
160						1
161						
162			1			
200						
220			1			
230			1			
241		2				
243						
244						1
246						
247						
250						1
252						
255						
260						
263						
320						
330						
331						
340			1			
343						2
344						1
347						1
349			1			
350						
352			2			

Subgroup Number	<i>Abuse of Authority</i>	<i>Conduct Unbecoming</i>	<i>Conformance to law</i>	<i>Courtesy</i>	<i>Discrimination</i>	<i>Gratuities</i>
353	1			2		
355				1		
356				1		
360			2			
362	1					1
363				3		
370			1			
381			1	3		
382	1		1	1		
383	1		1			
400						
422	1					
430				1		
431				1		
440				1		
441						
443	1			1		
444				2		
446				2		
447	1		1			
449				1		
450				1		
452				5		
453	1			1		
454					1	
455	2		1	2		
456	1	1	1	1	1	
457						
460			1			
461			1	2		
462		1				
463						
501			1			
510	1					
511						
520						
530			1	1		
540			2			
541			1		1	
543		1				
544				2		
546	1			2		
547						
549			1	2		

Subgroup Number	<i>Integrity Reporting System</i>	<i>Maintenance of Property</i>	<i>Neglect of Duty/ Unsatisfactory Performance</i>	<i>Sexual Harassment</i>	<i>Untruthful Statements</i>	<i>Use of Force</i>
353	2					
355						1
356						1
360						1
362						1
363						
370						
381						1
382						
383						1
400						1
422						
430			1			
431						
440						
441					1	
443			1			
444			2			2
446						
447						
449						1
450						1
452			1			1
453			1			1
454						
455						
456						
457			1			
460			1			
461			1			
462						
463						1
501						
510						
511						1
520						3
530			1			2
540						1
541						
543				1		
544			3			
546						3
547						1
549	1	2				

Subgroup Number	<i>Abuse of Authority</i>	<i>Conduct Unbecoming</i>	<i>Conformance to law</i>	<i>Courtesy</i>	<i>Discrimination</i>	<i>Gratuities</i>
552			1			
553			1			
555			2			
556			1	2		
561						
563	1					
565			1			
568					1	
572	1					
600				5		
642						
643					1	
644						
645	1				1	
646		1		1		
648				2	1	
649				3		
650		4				
651	1					
804			1			
828			1			
842						
857	1					
862				1		
876						
882		1				
902			1			
955	1					
1191				1		
1316						

Subgroup Number	<i>Integrity Reporting System</i>	<i>Maintenance of Property</i>	<i>Neglect of Duty/ Unsatisfactory Performance</i>	<i>Sexual Harassment</i>	<i>Untruthful Statements</i>	<i>Use of Force</i>
552						
553			1			
555	1		1			
556						1
561			1			
563						
565						
568						1
572						
600			2			
642			1			
643						
644						2
645						
646						
648			1			
649						1
650						
651			1			8
804						
828			1			
842			1			
857						
862						1
876						1
882						
902						
955						
1191						
1316			1			

TECHNOLOGICAL ISSUES

In the Department's initial report (October 31, 2001), technological issues associated with the compilation and reporting of traffic data were outlined. Since then some progress has been made, but no substantive software changes have been made to the program. Estimates for improvements have been solicited from a software firm but, due to the current fiscal situation facing Montgomery County, the decision to fund the changes is only one of many priorities currently being debated within the County government. The Department continues to work on this issue.